

DEWEY TO LEAVE NEW YORK TO-DAY AND BE THE NATION'S GUEST AT



Admiral Dewey and Mayor Van Wyck Driving Past Madison Square Yesterday Morning.

The Admiral, Accompanied by General Miles, Will Start for the Capital About Noon—Mayors Harrison and Ashbridge Secure the Hero's Promise That He Will Visit Chicago and Philadelphia.

"I AM PROUD OF MY PEOPLE AND OF DEWEY," SAYS SCHLEY.

I DOUBT if there ever was such a demonstration in honor of a man as the Dewey land parade. I am proud of my people and of Dewey. I know he is not only deserving of the grand reception tendered him but that he highly appreciated it. I came here to add my mite in doing honor to Admiral Dewey and I am glad that I did. He is a dear old comrade of mine and I love and respect him.—Rear Admiral Schley to the Journal.

MAJOR-GENERAL MILES, the active head of the army, will take charge of Admiral Dewey, the police head of the navy, this morning, and until the ceremonies at Washington are concluded will be his escort and guide. These two, with the Washington Reception Committee, will leave Jersey City about noon to-day for the capital. Admiral Dewey spent a quiet Sunday. He received the Washington delegation and talked over the arrangements for his reception. He received also delegations from Chicago and Philadelphia, with invitations for him to visit those cities. A drive in the Park in the morning, that was, decorously, as became the day, almost as much of a triumphal tour as the parade of Saturday, furnished the only outdoor experience the Admiral had during the day. Most of his time was spent in Mr. Boldt's house with his son and other members of his family.

DEWEY DEVOTES ONE DAY TO REST.

He Takes a Drive and
Receives Two Delega-
tions and Few Callers.

It was Dewey's day of rest. For the first time since the Olympia anchored inside of Sandy Hook—two days ahead of schedule—the Admiral sought seclusion. It had been intended that Admiral Dewey should sleep until late, but habit woke him early and at 5:30 o'clock he rang for a cup of tea and rolls. He had spent the night at the home of Mr. George Boldt, proprietor of the Waldorf-Astoria, at No. 33 West Thirty-third street, which is really a part of the hotel. Guests were present early, but strict instructions had been left that no names were to be sent to the Admiral. Through his brother, Charles Dewey, a committee of Philadelphians arranged a meeting at 9:30 o'clock. Dewey had previously breakfasted alone and had a consultation with his physician, Dr. Percy, as a matter of precaution. Mayor Van Wyck acted as Admiral Dewey's escort all the morning, and was present during the reception. The delegation from Philadelphia was headed by Mayor Samuel H. Ashbridge and included many prominent Philadelphians. The reception lasted just three minutes. Admiral Dewey, in civilian's clothes, entered a private parlor on the thirty-third street side of the hotel, and was greeted by Mayor Ashbridge, who invited him to come to Philadelphia. The Admiral accepted the invitation, but refused to name a date. Half an hour later Admiral Dewey received a Chicago delegation, at whose head was Mayor Carter Harrison, and promised to visit Chicago at some time convenient to him, but no date was fixed. After receiving John Jay Edilson and Commander Baird of Washington and asparagus, along Madison avenue to the Park, and through the Park to Claremont. They drove almost the same way to the hotel. Mayor Van Wyck was driven to the hotel. 8:30 o'clock the Admiral retired.

Dewey's Programme To-day.

1:50 P. M.—Special train leaves Jersey City with Admiral Dewey.
6:50 P. M.—Admiral's salute as special train arrives in Washington. Reception at station by chairman of Reception Committee.
7 P. M.—Third United States Cavalry escorts Admiral and party up Pennsylvania avenue and through Fifteenth street to Executive Mansion.
7:15 to 7:30 P. M.—Secretary Long receives Admiral Dewey in the East Room and presents him to President McKinley.
7:45 to 8 P. M.—President, members of the Cabinet, Admiral Dewey and aides, members of Reception Committee and escort from station leave Executive Mansion and drive to the reviewing stand.
8 to 8:15 P. M.—Head of parade arrives at reviewing stand. General Illumination of Pennsylvania avenue.

To-morrow's Programme.

10 A. M.—Citizens' escort assembles at Connecticut avenue and K street. Military escort forms at Pennsylvania avenue and Seventeenth street.
10:30 A. M.—Escort proceeds to the Capitol via Pennsylvania avenue to First street; thence to C street Northwest; thence on C street East to Delaware avenue; thence on Delaware avenue to B street North; thence east on B street North to First street East; thence on First street East to B street South; thence west on B street South to New Jersey avenue; thence north on driveway leading along east front of Capitol.
12 Noon.—Exercises at Capitol. President's salute. Music by Marine Band. Introduction of chairman W. H. Moses, chairman Committee of One Hundred. Address of welcome by R. Ross Perry. Address and presentation of sword voted Admiral Dewey by Congress, by Secretary Long. Acceptance by Admiral Dewey.
1:30 P. M.—Review of escort by Admiral Dewey at east front of Capitol.
8 P. M.—Dinner at Executive Mansion in honor of Admiral Dewey.

WASHINGTON READY TO GREET DEWEY.

Presentation of the \$10,-
000 Sword to Be a
Feature.

Washington, Oct. 1.—Admiral Dewey's reception here to-morrow night will be no less warm than New York's. There are three events scheduled, the night parade of civic bodies and illumination to-morrow evening, and the military and naval day parade and the presentation to the Admiral of the \$10,000 sword on Tuesday. The local committee, which leaves here to-morrow in a special train, will reach Jersey City at noon and will return with the Admiral at 6:50 in the evening. As soon as the train reaches the District line a salute of 17 guns will be fired, every gun will ring, and every whistle on land and river will screech a welcome. He and his escort will drive to the White House, where the Admiral will be presented to the President by Secretary Long. The drive up Pennsylvania avenue will be through a lane of red fire. After the Admiral, the President and Cabinet and local committee will go through the White House grounds to the stand at the head of Pennsylvania avenue. From the reviewing stand the Admiral will be able to see Pennsylvania avenue with a mile of moving human columns and the stand they will swing to the right up Fifteenth street. A better point for a pageant review could not be devised. As the Admiral and President step upon the reviewing platform, a burst of fireworks along the route of the parade and the first of 500 rockets will announce the fact. Simultaneously every public building in the city will be illuminated, every brass band will strike up and the 12,000 marshalled men will begin the parade. On Tuesday a national tribute will be paid to the Admiral at the east front of the Capitol, facing a plaza capable of accommodating 300,000 persons. The magnificent jeweled sword, the nation's gift, will be handed to the Admiral at noon. The President has suggested that Dewey should, on Tuesday, come to the White House and, with the President and the Cabinet acting as a guard of honor, should be driven to the Capitol along Pennsylvania avenue amid the hurraing multitudes. It is explained at the White House that this is an honor never before accorded to any person except an incoming or a retiring President.

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ISELIN "ALL I CAN SAY NOW IS THAT THE CUP IS SAFE."

"All I care to say is that I think the Cup is safe."

—C. O. ISELIN.



C. O. ISELIN.

RICH MR. LADEW SET FREE IN COURT

Courted Arrest Rather Than Submit to a Cabman's Overcharge—His Wife Shared His Detention in the Station House.

EDWARD R. LADEW, the millionaire leather merchant and financier, who was arrested on Saturday night at the instance of a cabman, as the result of a squabble about the amount of fare to be paid, was a prisoner in Yorkville Police Court yesterday.

Mrs. Ladew, who had shared for several hours her husband's detention at the East Thirty-fifth street police station, did not appear in court. She was at her home at No. 3 East Sixty-seventh street, prostrated, it was said, because of her trials of the night before.

After Magistrate Pool had heard the statements of the accused and the accused, he discharged Mr. Ladew. He told the financier that if he chose he might prefer a counter charge against the cabman, James McElroy, who, he said, had plainly been extortionate. Mr. Ladew said he would let the matter drop, and went home. He found his wife so nervous from the episode that he decided to take her to their country home at Glen Cove, L. I., for which place they left at noon.

Story of the Trouble.

Mr. Ladew is president of the Ladew Leather Company, at No. 159 East Houston street, is a member of several prominent clubs, and lives in one of the most elegantly appointed residences in the Fifth avenue district. Mr. Ladew is so well regarded as a representative citizen that he was appointed a member of the Dewey Reception Committee, on which he served on Saturday.

He gave a dinner and dance in the evening on board his yacht Oriental, lying in Kip's Bay, off the foot of Thirty-second street. Early in the evening, when the guests were ashore, where the private carriages of most of them were waiting, together with his own. It was found that there were half a dozen persons without conveyances, and these Mr. Ladew placed in his own carriage, his yacht stevedore summoned a hansom from a stable at No. 57 East Forty-fourth street. Mr. Ladew entered it and was driven away, the private carriage following.

Mr. Ladew says that he made no arrangement as to pay with the driver, and that when they had gone a few blocks McElroy halted, got down and demanded \$4.50.

Taken to Police Station. "I told him," said Mr. Ladew, "that to charge \$4.50 for a carriage from the foot of East Thirty-third street, where we had landed, to Sixty-seventh street and Fifth avenue was ridiculous. The man was abusive in his demands, and I declined to accede to them. He slammed the door, got into the box and drove up off to the East Thirty-fifth street police station."

The other carriage followed Mr. Ladew's hired vehicle to the station, and Mrs. Ladew, who is celebrated as the heroine of a mad runaway at Glen Cove a year ago, when she stopped a frantic horse at the risk of her life, accompanied her husband into the station.

Mrs. Ladew was in a splendid evening gown, and was decked with a fortune in jewels. She is a handsome woman, and with her husband, a distinguished appearing man, quite took the breath away from Sergeant Shire, who was at the desk when they appeared before him. Mr. Ladew was red and white by turns, so great was his anger. He strode up and down the place, crying, "Outrageous! Outrageous!" and, according to the sergeant, declining to listen to reason.

Wanted to Telephone Croker.

He finally asked to be allowed to use the telephone, saying that he wanted to telephone Richard Croker, Corporation Counsel Whelan and other friends, but as the police regulations do not permit prisoners



Mrs. Ladew, Once Heroine of a Runaway

to use the station house' telephones, the privilege was denied him. His anger increased at the refusal, and as he declined to make use of the ordinary means of sending for a bondsman, insisting on being locked up, so that he could make a test case of such an injustice, and that he would spend a million dollars in sustaining his rights, the sergeant at last made a prisoner of him. A bicycle policeman, whom McElroy had picked up on the way, appeared as the arresting policeman.

Mrs. Ladew would not leave her husband. The considerate sergeant sent them into an ante-room, instead of to a cell, and advised the steward of the Oriental, who had arrived, to get a bondsman. It was nearly 3 a. m. before the steward appeared with John J. Hizer, of No. 422 West One Hundred and Sixty-seventh street, who qualified as bondsman for the small figure required.

Mr. and Mrs. Ladew were driven home.

LYNCHED MAN'S FATHER FAILS IN DAMAGE SUIT.

Verdict in Test Case Under New South Carolina Law May Be Set Aside.

Charleston, S. C., Oct. 1.—For the lynching of Lawrence Brown, an innocent negro accused of incendiarism in 1897 and discharged, the county of Orangeburg was sued for \$10,000 damages by Brown's father. It was the first case under the new law.

In September, 1898, the verdict was for the county, the Judge holding that the act only applied in cases where the victims were taken from officers. The State Supreme Court ordered a new trial, which was called at Orangeburg yesterday. A motion will be made to set aside the testimony which proved lynching was overhauled, but the jury in half an hour returned a verdict in favor of the county.

A motion will be made to set aside the verdict on the ground that it is a miscarriage of justice, and the Judge, it is believed, will so order.

NEEDN'T RING UP THIS FARE.

Conductor Dodwell, of the New Jersey Central, Comes Into an Inheritance.

Charles Dodwell, a conductor on the Central Railroad of New Jersey, who is well known to every commuter on the line between Dunellen, where he lives, and Jersey City, is in good luck. A short time ago he received notification from an English law firm that by the death of an uncle in England recently he would become a beneficiary in the estate left by the relative. The estate is valued at about \$20,000, and as there is only one other relative to share in the property Conductor Dodwell's share will be sufficient to provide him with an independent competence for the rest of his days.

"I HAVE NEVER FAILED BEFORE AND DON'T INTEND TO NOW."



SIR THOMAS LIPTON.

designer in Herreshoff, and your boats have been marvels of construction, and so had something of an advantage. I have spent all the money necessary to build the best boat that has ever crossed the Atlantic, and if she is not good enough—well, I must try again next year.—Sir Thomas Lipton.

Shamrock Relies on the Skill of Her Star Crew and the "Luck" of Her Owner in To-morrow's Big Race.

HON. HUGH C. KELLY TO REPRESENT SIR THOMAS LIPTON ON COLUMBIA.

During the coming races for the cup the Royal Ulster Yacht Club will have a member on board the Columbia, while the New York Yacht Club will be represented on the Shamrock. Considerable speculation has been indulged in as to who would be chosen for these important positions. The Journal is able to announce that the Hon. Hugh C. Kelly, secretary of the Royal Ulster Yacht Club, will represent Sir Thomas Lipton and the challenging club on board of the Columbia, while Harry F. Lippitt, the owner of the fast schooner Quissetta and a member of the America's Cup Committee, will look out for the New York Yacht Club's interest on board of the Shamrock.

What will probably be the greatest yacht race of modern times will be sailed to-morrow off Sandy Hook for the trophy that for nearly half a century has been held against all aspirants by the New York Yacht Club. More money has been spent for the series of races of 1890 than ever before, both for construction and fitting out the two yachts that will sail freighted with the hopes and best wishes of two great nations.

In former contests for the cup the American yacht has held a certain advantage in light construction, and with one or two exceptions the British boat was beaten practically before the start. In the present case, however, the yachtsmen here have a new problem to face, since the designer of the Shamrock has made his craft the lighter of the two.

For the first time in the history of the cup races a challenger has been built that represents the acme of naval architecture and without reference to cost. The combination that the members of the New York Yacht Club must face is a most difficult one. Not since the time when Sir Richard Sutton refused to sail over the course alone after the collision with the Puritan has there appeared such a popular sportsman as Sir Thomas Lipton, and if wishes for success were sufficient to "lift" the cup Sir Thomas and his bonnie boat would have no need to woo the fickle winds that blow in the vicinity of the old lighthouse.

"Lipton Luck."

"Lipton luck" is a proverb on the other side of the broad Atlantic. Starting as a poor boy, everything he touched turned into money with the bewildering speed of the gent who danced attendance on Aladdin. "I have never failed in anything I have undertaken," he said, "and I don't intend to fail in this. I have come over for that cup, and I shall stay here until I have better take a look at it now unless you want to come over to Ireland to get a glimpse of the old Atlantic."

When it determined to "lift" the cup I arranged to meet Americans at their own game. You have a great designer in Herreshoff, and your boats have been marvels of construction and so had something of an advantage. I have spent all the money necessary to build the best boat that has ever crossed the Atlantic, and if she is not good enough—well, I must try again next year.

In addition to Sir Thomas's luck, it must be remembered that Lipton is among the foremost men in his profession in the world. His twenty raters have been the largest prize winners on the other side, and every boat designed by him that came to this country has proved a prize winner. It is not so many years ago that the Minerva came to this country and defeated all of the crack forty-footers in most of the low fashion, and the Gussie, a craft of practically the same type, was built. Gosson did defeat the Minerva, but not in the marked style that the Fife cutter spread-cragged the other American boats.

Shamrock's Great Crew.

The latest Fife productions that have been seen in American waters are the Canada, that defeated the Vencador three years ago, and the Kestrel, which has been doing some creditable racing of late. The crew of the Shamrock is the finest racing crew in all Great Britain. They are the best men that could be brought together from the Clyde and along the English coast, while Captains Hogarth and Wringe have both won their spurs in many a hard fought battle on the Mediterranean and around the English circuit. The yacht was built by Thornycroft, of the best men that could be brought together from the Clyde and along the English coast, while Captains Hogarth and Wringe have both won their spurs in many a hard fought battle on the Mediterranean and around the English circuit. The yacht was built by Thornycroft, of the best men that could be brought together from the Clyde and along the English coast, while Captains Hogarth and Wringe have both won their spurs in many a hard fought battle on the Mediterranean and around the English circuit.

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Columbia Well Manned.

Never before has a cup defender received such a thorough tuning up as has the Columbia under his direction, and the all-American crew from Deer Island are peers of any body of sailors that ever sailed the mainbrace or sang a deep sea "shanty."

"Wee Charlie Barr, a naturalized Scotchman, who has the wheel on the Columbia, and, although a young man, there are few who can give him points in the art of keeping a yacht right side up and at the same time getting all the speed out of her. He can be depended upon as the equal of either Hogarth or Wringe. In but few instances has the American yacht inferior to the Shamrock, and that is in the matter of sails. The canvas of the challenger has been carved by the master hand of Herreshoff, and that is the best in the world. It must not be supposed, however, that the Columbia is equipped with a poor set of sails. Her sails have been trimmed and retimed until they are as close to perfect as designer Herreshoff can make them. The Shamrock must face a better set of sails than the Columbia has. Sandy Hook lights will be greater than have ever before made the voyage down to Sandy Hook to view a yacht race. Every vessel along the coast from Maine to Florida has been chartered and this pageant alone will be worth going along to see. The Stars and Stripes will float over the great majority of them, but the Union Jack of old England will float from several of their fairest yachts."

The competing boats have been tuned up to concert pitch, and devotees of the sport are only hoping that King Aeolus will blow a good, healthy breeze from his caves on the days of the races. The utmost good feeling prevails between the rival yachtsmen, and there has been no better take a look at it now unless you want to come over to Ireland to get a glimpse of the old Atlantic."

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Rules for the Races.

Captain Evans's plan was forwarded to the Secretary of the Treasury, and was returned with the following letter of approval: Treasury Department, Oct. 28, 1899. Division of the Revenue Office of the Secretary of the Treasury, D. C., Sept. 28, 1899. Sir: Your letter of the 27th in relation to the proposed rules for the races, forwarded for consideration by the Revenue Committee of the New York Yacht Club, and approved by yourself, has been received. The rules referred to, as amended by this Department, are herewith returned, approved, together with five carbon copies. 2. One copy of these rules should be furnished to each patrol vessel. 3. Publication of the rules, through the press, and, if possible, by hand bills, should be made as widely as possible, and all owners of craft desiring to enter must be given an opportunity to view the rules should be put in possession of a copy of them. 4. It is advised that all entries for the races be made by the collector of Customs at New York, in order that the reality for such entries may be at once ascertained, for example, a vessel violating the law on the first day of the races.